

# 1-26 ASSOCIATION NEWS

by RICHARD MILLER

In prospect the 10th Annual 1-26 Encampment and Regatta at Harris Hill (September 5, 6 & 7) looked good; in retrospect it appears as probably the most agreeable and carefree a time soaring one could imagine. There was plenty of good weather: one or two marginal days but at least two days when 200 to 300 mile flights could have been made. There were plenty of people too. A total of 32 1-26's participated and the average crew, judging from the turn-out at dinners and banquets, must have been at least half a dozen. And there was plenty of action. On the evening of the first contest day, for example, one trailer after another pulled up and parked on the immaculately kept lawns of the Lodge on the Green, a sort of jet set country club cum motel where pilots and crews had the run of the place from the swimming pool to the roundhouse bar—and then dinner. If anybody felt any pain that evening they hid the evidence very well indeed.

The 1-26 itself did as much as anything to contribute to the carefree atmosphere of the encampment and contest. Once again it was demonstrated how easy it is to get the ship on or off a trailer, into or out of a small field. For the three guests from California the situation was particularly rosy. David Nees (Tehachapi) and Russ Palmer (Sky Sailing) were each provided with a 1-26, car, trailer and crew by the

Schweizers. Jo and Al Hartley of Bay City, Michigan not only lent me their ship for the contest but, with Doug McCormick helping, acted as crew as well. I hope that Sunday afternoon in the Ithaca city dump compensated in some measure for their trouble.

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The affairs of the 1-26 Association took a couple of giant steps forward during the course of several organizational meetings and I would like to mention some of the topics covered. These will be dealt with lightly here and covered more thoroughly in subsequent columns.

Officers & Business: Doc Yund, whose enthusiasm, ability and imagination all complement each other felicitously will continue, by popular acclamation, to be the President of the 1-26 Association. Bud Briggs, Roger Bard and Doug McCormick will continue as Eastern Division, Central Division and Canadian VP's. Russ Palmer (19 Coleman Place, Apt. 39, Menlo Park, California) is the new Western Division VP and Jerry Morris (617 Ventura Blvd., Endwell, N.Y.) is our new Treasurer. Dues have been raised from \$1.00 to \$2.00 per year and the by-laws have been worked over. A little more money in the treasury will make it possible to drop the 25c fee which has, heretofore, accompanied the filing of flights for the National 1-26 point championship. It will also make

possible the publication of a 1-26 Year Book or Log; and the Log in turn will make the dues more worth paying.

The Log is certainly one of the most exciting developments to come out of the meetings. It was President Yund's idea, inspired by the annual Star Class Log which Doc feels can give the 1-26 Association many guides for the future of aerial one-class competition. There is plenty to go into such a Log and it should fill an important spot in the life of the Association. Many suggestions have already been made concerning the type of material to go into the Log. Some examples: A current roster of 1-26's and their owners; Records of best annual 1-26 flights by Division as well as Nationally; Maintenance and improvement suggestions from the factory; Suggestions for modifications by owners (wing tip wheels, canopy limit devices, instrumentation); Stories of record or contest-winning flights made in 1-26's plus reprints of epoch making flights of the past. How-to-fly articles—and whatever else you, the 1-26 pilots dream up.

The Schweizers have agreed to undertake the production of the first 1-26 Log in order to get the project off the ground. Tony Doherty, the hard working Secretary of the Association, will be largely responsible for the work. Material, photos and suggestions can be forwarded to Tony at Box 147, Elmira, New York. Publication date will be announced in due time.

Ten years have seen the 1-26 Regatta grow from little more than an idea into a strapping young event. With a Regatta firmly established in the Eastern Division the time is clearly ripe for the establishment of Regattas in the Central and Western Divisions. It would seem not only possible but possibly preferable to have these spaced at approximately four month intervals. The Eastern Division could hold onto September; the Western Division might have theirs in January and the Central Division in May. This would put each one in a period of good soaring weather and help to keep the Regatta idea alive all year 'round. If resources permitted it would also be a good idea to have a permanent contest committee which could provide the organizational nucleus of each Regatta in turn.

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